MCC

The MCC operates under the cognizance of the LFSP and coordinates with the FMCC during unit movement, force tracking, and maneuver/convoy planning. Movement control functions consists of planning, validating, allocating, routing, managing, prioritizing, coordinating, and force tracking on all transportation issues. This may include support of reception, staging, and onward movement of forces. See JP 4-01.8, *JTTP for Joint Reception, Staging, Onward Movement, and Integration*, for more information. The MCC normally includes operations and logistics representation. Size and complexity of MPS arrival and assembly operations determine the actual structure of the MCC. MCC tasks follow:

- Plan transportation support, develop policies, provide guidance, recommend movement priorities and procedures for movement control and highway regulations guidance to the FMCC.
- Plan, coordinate, and oversee large or special movements with the FMCC.
- When delegated by the FMCC, issue convoy clearance for approved movements.
- Provide highway movement planning assistance to the FMCC to designate MSRs and establish control measures to support the MAGTF commander's CONOPS.
- Coordinate movements with the FPO to ensure appropriate security is in place.

STS Movement

CMPF is responsible for accomplishing the offload of MPE/S (instream or pier side). The OCU executes the offload—under the direction of the offload control officer (OCO)—who reports to CNSE. CNSE coordinates with the AAOG for offload matters. The OIC of the OPP becomes the OCO upon arrival of the ship and completion of offload preparations.

For instream offload operations, the ship's debarkation officer, lighterage, and BPT report to the OCO. The debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, Marine debarkation teams, and the employment of lighterage to most efficiently offload each ship. The Navy cargo handling detachment will conduct the LO/LO while Marines conduct the RO/RO or move PEIs under the hatch square for the cargo handling detachment.

Lighterage consists of causeway ferries; side-loading warping tugs (SLWTs); and landing craft, mechanized-8s (LCM-8s) that are maintained by the NSE. Boat crews report to the OCO for ship and beaching assignments.

The beach party group (BPG) and its BPTs are the NSE units responsible for beach operations. The BPG reports to the OCO and advises the OCO about areas available for causeway/boat landings and transferring bulk liquids. The BPG, which may be TACON to the LFSP, coordinates with the BOG.

For pier side offload operations, all is the same as for instream offload operations except there is no BPG required. Lighterage may be offloaded and placed ashore or in the water as directed by the primary control officer (PCO).

Port Operations

Offload of the MPSRON in a port, especially simultaneous offloading of more than one ship, will accelerate throughput. A port offload requires less personnel, reduces the potential for MPE/S damage or loss, and is far less susceptible to the effects of sea state and weather. But it requires more interface with the HN and increases the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pier side offload of an entire MPSRON is

an unlikely scenario. Manpower required for such multiple offloads will very quickly outstrip the MAGTF/NSE's personnel staffing.

Port Area

The port area is organized by the POG commander under the overall direction of the LFSP commander. To offload, it may be necessary to establish port overflow areas within the port terminal. Overflow areas should be able to accommodate temporary staging and handling of MPE/S.

POLs and Ammunition

POLs and ammunition should not be held in the port or port overflow areas. They should be transported directly to CSSE storage sites.

Port Authority

If the HN port authority is not functioning, the CMPF or SDDC will assume this responsibility. If the HN port authority is functioning, the CMPF will designate a Navy port liaison officer (LNO) to provide coordination between the MPSRON and the HN. The port LNO advises the port authority regarding cargo characteristics (including hazardous cargo) and offload requirements that may impact on port activities. The port LNO also coordinates with HNS representatives on the following:

- Environmental data (tides, winds, obstructions), NAVAIDS, and harbor information required for safe operations.
- Berths and/or anchorages.
- Tug/pilot services.
- Firefighting services.
- Pier side services.

Beach Operations

A beach offload may be the only means to bring MPE/S ashore or a beach operation may be conducted with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent in beach operations. Simultaneous beach and port operations will significantly expand the size of the LFSP and NSE. A beach operation for an MPF operation is similar to the general offloading period of an amphibious operation. The overall consideration in beach organization is throughput of cargo to inland destinations. The BOG must make the best possible use of existing beach exits and hard surfaces available for staging and road networks.

The proximity of existing bulk liquid storage or areas suitable for installation of amphibious bulk liquid transfer systems and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to staging areas and roads must be evaluated. The beach must be organized to accommodate a number of landing points and to facilitate lighterage control. Normally, one colored beach is required for one MPSRON. Each colored beach is segmented into four numbered beaches, one each for wheeled vehicles, containers, tracked vehicles, and bulk liquids.

Arrival Airfield Operations

The arrival airfield is located within the AAA and, ideally, in proximity to the offload port or beach. Arrival airfield operations must meet the concerns and requirements of the TALCE, AACG, and ACO. Designation of offload ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the offload ramps to avoid congestion and to support loading of passengers and equipment for further transport to assembly areas. Temporary facilities will be established close to holding areas for medical and other support (portable toilets, shelter or water) for arriving units. Facilities will also be